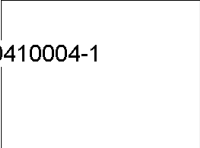
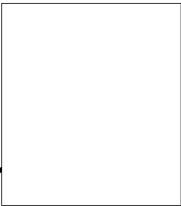


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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR (Moscow Oblast)	REPORT	
SUBJECT	Airfield and Transmitter near Shchelkovo	DATE DISTR.	11 February 1954
		NO. OF PAGES	5 50X1-HUM
DATE OF INFO.			
PLACE ACQUIRED			

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE) 50X1-HUM



2. Shchelkhovo should be written Shchelkovo throughout the report.

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STATE	#X	ARMY	#X	NAVY	#X	AIR	#X	FBI		AEC					
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COUNTRY : USSR (Moscow Oblast)

DATE DISTR. 13 JAN 54

SUBJECT : Airfield and Radio Transmitter Near  
Shchelkhovo

NO. OF PAGES 4

PLACE  
ACQUIREDNO. OF ENCLS.  
(LISTED BELOW)DATE  
ACQUIREDSUPPLEMENT TO  
REPORT NO.

50X1-HUM

DATE OF IN

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Introduction

1. During the period from February 1949 to December 1950, I passed an airfield and radio transmitter every working day. At this time I was living in Ilinskaya and commuted to Monino via Moscow and Kaliningrad. After December 1950 and until April 1952, I lived and worked at the Branch of Institute 885 in Monino and passed through this area only on Sundays.

Area Description

2. I have prepared an overlay, on USAF City Plan Mosaic [redacted] Prov. of Shchelkhovo, of the area immediately surrounding this airfield [see page 4] on which I have indicated the following points.

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Point 1 Railroad line.

This single-track overhead-electrified railroad had its terminus in Monino. Electric trains running on this line usually had eight passenger cars during the morning and evening rush hours, and I heard that the trains ran every half-hour at these times. At other times they had

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four passenger cars and ran every hour. The last train arrived at Monino at about midnight and left at 0300 hours. The cars and locomotives looked quite new.

Point 2      Railroad spur.

This railroad line served the airfield, in my opinion, as I never saw any passenger cars on it. I remember seeing some freight cars on it but can give no details about them.

Point 3      Skalovskaya Airfield.

I do not remember where I first heard this name, but all of the German specialists referred to it as such. The entire field was surrounded by a two meter high wooden fence. This fence, as well as the trees bordering the field, hindered an unrestricted view of the field and I never saw hangars or runways. The runway indicated on the overlay is assumed because of the landing lights (Point 9). I saw two-engine jet fighters landing and taking off at this field daily until December 1950. After that time, I saw similar aircraft on Sundays, but the activity was in no way commensurate with week-days. I might add that during my commuting period (until December 1950) I was traveling three hours to Monino and three hours back to Ilinskaya, so I spent most of my time on the train sleeping.

Point 4      Skalovskaya Platform.

This platform of the Moscow-Monino railroad served the airfield. The train I was usually on arrived here at 0830 hours. About 40 per cent of the passengers, who boarded the train in Moscow, got off here. About 90 per cent were Air Force military personnel, up to and including the rank of General. On the return trip we arrived at this platform at about 1630 hours and only a few Air Force personnel boarded the train.

Point 5      Radio transmitter area.

This area contained one high steel tower and several low steel towers as well as a small house. It was surrounded by a two meter high wire fence. Dogs attached to a running line could be seen patrolling the fence.

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Point 6      Transmitter house (?).

This was a brick building about 10 x 10 x 5 meters. I assume that it contained antenna tuning and coupling devices. I do not know if the transmitter worked in conjunction with the airfield or if it was independent. The German specialists with whom I worked engaged in many discussions about this transmitter, but I do not remember that anything definite was ever decided.

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Point 7      Radio transmitter tower.

It was built of steel and I estimate its height at 80 to 100 meters. I do not remember if it had guy wires or was self-supporting. I recall that the smaller towers were 20 meters high, but I do not remember if they were connected to the high tower. I am of the opinion that it is a military transmitter, but I have no actual basis to substantiate this belief. The high tower had red warning lights at night.

Point 8      Railroad line.

There was a single-track overhead-electrified railroad line running to Shchelkovo and Moscow.

Point 9      Runway approach markers (Einflugschneise).

These approach lights were located on three meter high wooden towers. They were in one straight line which, I assume, led to the runway. The markers were large, red glass signal lights. I saw them illuminated at night on several occasions.

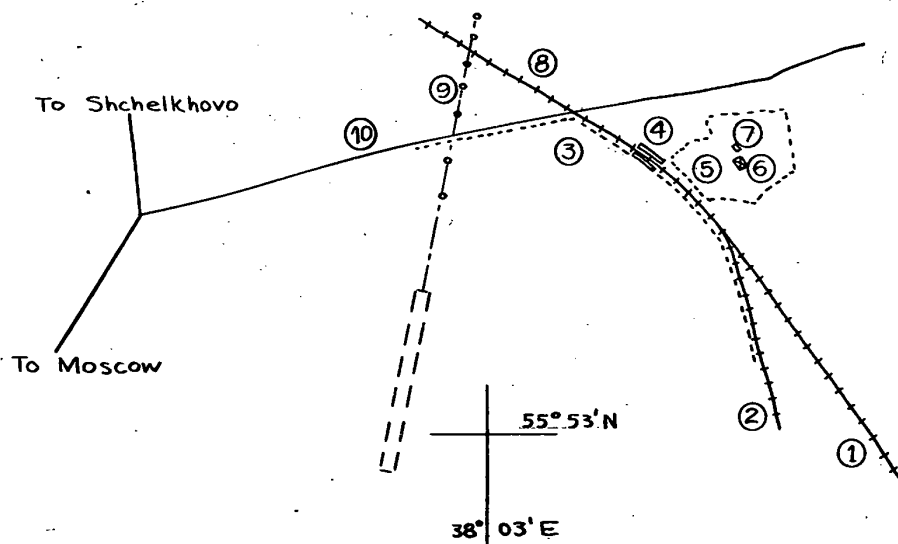
Point 10      Road.

This road was eight meters wide, asphalted, and in good condition.

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AREA LAYOUT OF AIRFIELD NEAR SHCHELKHOVO



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